Daily Pacific News.

VOL. II.—NO. 120. SAN FRANCISCO, SATURDAY MORNING, DECEMBER 14, 1850. WHOLE NO. 306.

THE PACIFIC NEWS
IS PUBLISHED EVERY MORNING,
(Sundays excepted,)
BY WINCHESTER, SKILLMAN & CO.,
MONTGOMERY STREET, NEXT DOOR TO BELMONDO'S.

TERMS—INVARIABLY IN ADVANCE.

For One Year, per Mail.....$25 00
For Six Months.....12 50
Single Copies.....12½ cents.

TERMS OF ADVERTISING—IN ADVANCE.

For a Square of 12 lines and under 6 lines.....
First insertion.....$3 00
Each subsequent insertion.....1 50
For Half Square of 6 lines or less, 1st insertion.....2 00
Each subsequent insertion.....1 00
Monthly advertisements, each Square.....25 00
" " Half "....." 12 50
Business Cards of 4 lines or under, per Quarter.....40 00
For each removal or change of a Monthly advertisement, the full price of a first insertion extra.
Heavy Advertisements, not paid in advance, will be charged the former rates.
☞ 5th Printing of every description executed in a superior manner, at the office of the PACIFIC NEWS.

DAILY PACIFIC NEWS.

SATURDAY MORNING, DEC. 14, 1850.

Sacramento Items of Intelligence.

A Democratic Mass Meeting was to be held in Sacramento yesterday, at which, it was anticipated, some of the ablest men in the State, would be present.

The Common Council are moving in the matter of retrenchment in the city expenses. On Wednesday evening, Mr. Berry proposed the following reductions:

Respecting the ordinance providing for additional compensation to the Harbor Master, and that his salary shall be $350 per month, instead of $6000 per year.

That members of the Common Council shall receive $100 per month, instead of $300.

That the City Marshal shall receive $4,000 per annum, instead of $6,500.

That the City Physician shall receive $3,000 per annum, instead of $4,000.

That the City Physician shall receive $2,000 per annum, instead of $3,000.

If the ordinance shall pass, the city will pay about $18,000 less to her public officers, per annum, than the present law allows.

A charge of shooting was preferred on Wednesday, against E. B. Lundy, for firing a severe wound in the back, from which he is not likely to recover. Lundy charges that Brumley belongs to a gang of pickpockets, and that they had robbed him of a considerable amount. The matter was undergoing investigation.

Two miners named David Pentz and John H. Diedrich were robbed of $1,460 on Saturday night, at the New York house. The money was taken from their trunk, while they were asleep. Suspicion is attached to a man by the name of Wm. Aldrich, who left the house rather suddenly on Monday morning.—[Times.

TRUTHS ABOUT.—The whole country seems to be infested with hands of thieves and robbers, who, not being satisfied with home exploring, have commenced rubbing houses, knocking down miners and plundering them whenever they have the opportunity. We learn by a gentleman just arrived from Coloma, that not less forty hoses have been stolen during the past week, from miners and others in the vicinity of that town. Each miner generally has a horse or mule, which is used for packing, and the losses they have sustained have amounted to a considerable sum.—[Times.

LEGAL PROFESSION.—At the last term of the District Court of the Ninth Judicial District, holden in Hamilton City, Butte Co., Judge Shurtleff presiding, Chas. F. Lott, Esq., late of Illinois, James M. Hart, Esq., do., Benjamin Hamilton, Esq., late of New York, Hon. A. W. Adams, Senator elect, and C. A. Lewis, Esq., late of Illinois, upon their usual examination, were admitted to practice in said Court as Attorneys and Counsellors at Law, including the above, there are some ten or twelve lawyers engaged in their profession in that County, and about the same number of physicians. Of course disease and litigation will soon follow. [Ib.

MARSHENTS.—The City Council entered on evening to place movements and failings among the graces of the late Mayor, Harris Higgins, and the late Assessor, Capt. Woodland. [Ib.

SAN FRANCISCO SOLDIERS.—The bills for the San Francisco artillery are all completed and ready to witness the following, prescribed to the city council on Tuesday:

1850.	To J. A. BUTLER,
Aug. 31.	For board of 44 men, $264 00
"	2 do. Corpl. 48 00
"	Cigars and line, 300 00
	[Ibid.

ANOTHER MURDER BY THE INDIANS.—*Mariposa Editor*—We learn by letter from Coulterville the murder of Mr. Geo. Smith, of New Hampshire. He was out hunting for a stray mule on Maloney's Creek, when he was attacked by a party of Indians, and shot through the lungs with several arrows. He killed one of the Indians with his knife and wounded another with the butt of his rifle. Mr. Smith died on Sunday, the 8th, and Mr. Smith died on Monday, the 9th of December. E. B. Dunbar. [Ibid.

CALIFORNIA CROPS.—It has been frequently asserted that California was valuable only on account of its mineral wealth, and that nothing could be grown upon its soil. This is usually the stories written home by those who have seen the mines only, or spent their time in the large towns. A correspondent of the *Tribune*, however, talks as follows of the region of country between this point and San Diego:

"Since my arrival in California I have made the trip from San Diego to San Francisco by land, and I must confess to a most total change of my preconceived opinion of California. From what I have seen and talked to the people about, I can safely, confidently, that we have scarcely a year in which wheat and barley cannot be raised in abundance, and in the valleys, where it is possible to irrigate, there is nothing but what will grow, and the engrazing country this cannot be excelled—the rolling lands are covered with as fine and nutricious grass of clover, and the mountains are, most of them, covered to their summits with timber, and the fine season cures the forage, and the stock fatten better on it than while it remains green."

QUARTZ DOUBLING.—*Burns's*.—A gentleman recently down from Burns's Diggins, informs us that very active explorations are at present in progress in that vicinity. He says that from a hill overlooking a large town, he counted no more than two hundred men, in small parties, with hammers in hand, exploring for gold in quartz; and he thinks they could be compared to nothing better than a party of boys "out on a hickory nut expedition." All were hammering away, and were provided with glasses the quartz extracted. It is the general opinion of all who have been exploring in that neighborhood, that Burns's is an exceedingly rich deposite of the metalliferous veins. [Journal.

LOST

Of Thursday afternoon, in State scrip, viz—
$300, date July 11th, 1850. No. 1252.
$300, date Nov. 8th, 1850. No. 301.
$50, date Sept. 8th, 1850. No. 122.
Payment of the above scrip has been stopped at the State Treasury. A suitable reward will be paid on delivery of the same at BERGOD & Co.'s Exposs office, corner of Kearny and Clay streets.

SPLENDID NEW HUGGY

Of a very light principle, with seats for four. For sale by the subscribers. WINCHESTER, SKILLMAN & CO.,
n9 Tom Peaslee and Coffee Roasters, 244 Montgomery st.

627 On board brig Gazelle, foot of Pacific!

SAN FRANCISCO PRICES CURRENT.

DECEMBER, SATURDAY 14th, 1850.

Ashes—Duty 20 per cent. ad val—		Mrs. Kidders' cordial.....	6 a 7
Saleratus, per lb.....	12 a 14	Turner's cordial.....	12 a 14
Pots and pearls.....	15 a 16	Sutter's cordial.....	16 a 18
Beeswax—Duty 20 per cent. ad val—		Sassaparilla, per box, per doz.	
Yellow, wax.....	37 a 40	do. do.	10 a —
do brown.....	35 a 37	Brandreth's pills, per box,	
Bricks—Duty 20 per cent. ad val—		do. Townsend's.....	8 a 10
Bread—Duty 20 per cent. ad val—	nominal	Fevers—Duty, 20 per cent. ad val—	
Chili, brown, per lb.....	11½ a 12½	Fine gud.....	2 a 3
American, do.....	14 a 17	Fleur Meal—Duty, 25 per cent ad	
do navy.....	5 a 7	valorem—	
Crackers in wood.....	nominal	Chili 200 lb sacks.....	17 a18
do in tins.....	12½ a 14	do 100 do	8 75@9 25
Beads and Shoes—Duty 20 per cent.		do 50 do	4 50
Boots, men's light pegged,		Australian, per sack.....	a 16
per doz.....	32 a 40	Rochester, per sack.....	12 a 13
do do, heavy, pegged.....	45 a 50	Buckwheat, prime, per bbl 11	a12 50
do do do sewed.....	60 a 70	Rochester, sweet, per bbl.	14 a —
do do light.....	40 a 45	do per bbl hf bbl.....	7 50a 8
Boots & shoes, ladies' long.....	120 a130	Fish—Duty 20 per cent ad val—	
do do short.....	80 a100	Salmon, oregon, pickled,	
Brooms.....	2 a —	per bbl.....	25 a 30
Brogans, heavy, pegged.....	18 a 20	Mackerel, No 1.....	30 a 35
do heavy.....	15 a 20	do No 2.....	11 a 13
Building Materials—Lumber—		do No 3, hf bbl.....	6 a 8
American, afloat, prompt 15 a 25		do No 2.....	7 a7 50
Californian.....	a —	do No 1.....	8 a8 50
Redwood, per M.....	50 a —	Codfish, per bbl.....	4 a 5
Shingles—		Herring, per cent ad val—	4 a 5
sawed, cedar, per M.....	35 a 40	Sardines, whole boxes, per	
split, per M.....	30 a 35	doz.....	15 a 16
Sawdling.....	70 a 76	do hf boxes.....	8 a 10
Plank, 2 inch.....	60 a 70	Eels, Turkey, (dull).....	a —
do 3 do.....	a 80	do pickled.....	a —
Shingles.....	4 a 5	Anchovies.....	a —
Lattie.....	2 50 a 3	do soft shell, scarce.....	a —
Palings.....	a —	Oysters, per hundred.....	a —
Sawn, 1in12	3 a —	do per can.....	a —
do 1in8	2 50 a —	Fruits—Duty 20 per cent ad val—	
Houses.....	less than freight	Apples, dried.....	a —
Brick—Duty 20 per cent. ad val—		Peaches, do.....	a —
American, afloat, prompt 15 a 25		do peaches, clean.....	13 a 15
Californian.....	a —	do apricots.....	13 a 15
Fire Brick.....	50 a 60	do cherries.....	a —
Bricks—Duty 20 per cent. ad val—		Figs, Turkey, (dull).....	8 a 10
Tongued and grooved.....	50 a 60	do Smyrna.....	a —
Bolts, 36@	30 a 35	Almonds.....	a —
Sparkling.....	70 a 76	do soft shell, scarce.....	a —
Plank, 2 inch.....	60 a 70	Prunes, per hundred.....	a —
do 3 do.....	a 80	Peaches, S. I.....	8 a 9
Shingles.....	4 a 5	Apples, S. I.....	8 a 9
Lattie.....	2 50 a 3	Pears, S. I.....	8 a 9
Palings.....	a —	Plums, S. I.....	8 a 9
Sawn, 1in12	3 a —	Fruits—Duty 20 per cent ad val—	
do 1in8	2 50 a —	Currants, in bbls.....	8 a 10
Houses.....	less than freight	Currants, in kegs.....	8 a 10
Brick—Duty 20 per cent. ad val—		Raisins, Malaga, per box,	
American, afloat, prompt 15 a 25		do Valencia, do.....	1 a 1 25
Californian.....	a —	Raisins, Muscatel, per box,	
Fire Brick.....	50 a 60	do Malaga, do.....	1 a 1 25
Bricks—Duty 20 per cent. ad val—		Raisins, Muscatel, per box,	
Tongued and grooved.....	50 a 60	do Valencia, do.....	1 a 1 25
Bolts, 36@	30 a 35	Raisins, Muscatel, per box,	
Sparkling.....	70 a 76	do Malaga, do.....	1 a 1 25
Coffee—Duty, in American vessels		Raisins, Muscatel, per box,	
2 cents per lb, in foreign vessels		do Valencia, do.....	1 a 1 25
3 cents per lb, from the Netherlands, imported thence,		Raisins, Muscatel, per box,	
free. All other 2½ cents per lb.		do Malaga, do.....	1 a 1 25
Java, per lb.....	none	Raisins, Muscatel, per box,	
Rio, do.....	21 a 22	do Valencia, do.....	1 a 1 25
Manilla.....	— a —	Raisins, Muscatel, per box,	
Sandwich Islands.....	— a —	do Malaga, do.....	1 a 1 25
Residge.....	18 a 20	Raisins, Muscatel, per box,	
Costa Rica.....	21 a 22	do Valencia, do.....	1 a 1 25
Chocolate—Duty 20 per cent ad val—		Raisins, Muscatel, per box,	
American, assorted, per lb.....	20 a 22	do Malaga, do.....	1 a 1 25
Spanish.....	25 a 30	Raisins, Muscatel, per box,	
Cocoa—Duty 20 per cent ad val—		do Valencia, do.....	1 a 1 25
Guayaquil, per lb.....	a —	Raisins, Muscatel, per box,	
Para.....	a —	do Malaga, do.....	1 a 1 25
St. Domingo.....	a —	Raisins, Muscatel, per box,	
Confectionary—25 per cent—		do Valencia, do.....	1 a 1 25
American, 1 cent, per lb.....	a 20	Raisins, Muscatel, per box,	
do 2 do.....	a 25	do Malaga, do.....	1 a 1 25
do 3 do.....	a 30	Raisins, Muscatel, per box,	
Dry Goods—		do Valencia, do.....	1 a 1 25
Brown sheetings, 4-4.....	7 a 8	Raisins, Muscatel, per box,	
do do 4-4.....	8 a 9	do Malaga, do.....	1 a 1 25
White do do.....	9 a 10	Raisins, Muscatel, per box,	
Muslins, Lancaster.....	15 a 25	do Valencia, do.....	1 a 1 25
do, pink, or lb job.....	8 a —	Raisins, Muscatel, per box,	
Prints, red.....	8 a —	do Malaga, do.....	1 a 1 25
do fast.....	8 a —	Raisins, Muscatel, per box,	
do black and white.....	12 a 15	do Valencia, do.....	1 a 1 25
do fancy.....	12 a —	Raisins, Muscatel, per box,	
do shirting plain.....	11 a —	do Malaga, do.....	1 a 1 25
Drills, men's white.....	11 a —	Raisins, Muscatel, per box,	
York stripes.....	11 a —	do Valencia, do.....	1 a 1 25
Mohairdulls.....	12 a —	Raisins, Muscatel, per box,	
Cut stribing, lay 28.....	16 a —	do Malaga, do.....	1 a 1 25
Denims, assorted.....	20 a —	Raisins, Muscatel, per box,	
Frills, white.....	11 a —	do Valencia, do.....	1 a 1 25
do fancy.....	11a12½	Raisins, Muscatel, per box,	
Ginghams, per yd.....	8 a —	do Malaga, do.....	1 a 1 25
Bed ti ks.....	16 a 20	Raisins, Muscatel, per box,	
Shirts, cotton.....	8 a 9	do Valencia, do.....	1 a 1 25
do bleachery.....	8 a 9	Raisins, Muscatel, per box,	
Flannels, (dull).....	20 a —	do Malaga, do.....	1 a 1 25
Drawers, cotton.....	12 a 15	Raisins, Muscatel, per box,	
Sewing cotton, per gross.....	6 a —	do Valencia, do.....	1 a 1 25
Carpeting, Brussels.....	2 00 a 3	Raisins, Muscatel, per box,	
Ingrain, per yd.....	50 a 62	do Malaga, do.....	1 a 1 25
Mosaics, do.....	2 00 a 3	Raisins, Muscatel, per box,	
Mosaics, do.....	2 00 a 3	do Valencia, do.....	1 a 1 25
Mosaics, do.....	2 00 a 3	Raisins, Muscatel, per box,	
Mosaics, do.....	2 00 a 3

DAILY PACIFIC NEWS.

SATURDAY, SEPTEMBER 11, 1858.

THE PACIFIC NEWS.

For the Steamer Baltimore.

BEHIND NEWS.

AN ACT to Establish Pilots, and Pilot regulations for the Port of San Francisco.

The People of the State of California, represented in Senate and Assembly, do enact as follows:

§1. It shall be the duty of the Governor to appoint two resident Navigators and two experienced and resident Bay Masters, who, together with the Harbor Master of the Bay shall constitute a Board of Pilot Commissioners for the Port of San Francisco.

§2. The Governor appointed shall take an oath for the faithful discharge of their duties, and shall hold their offices for the term of one year, and until their successors are appointed and qualified.

§3. The Commissioners shall keep an office at San Francisco, and shall meet daily, on the first Monday of each month. A majority shall constitute a quorum for the transaction of business.

§4. They shall appoint a Secretary, who shall keep a record of their doings. He shall give bond, with security, to the satisfaction of the Commissioners, payable to the State of California, in the sum of ten thousand dollars; conditioned for the faithful discharge of his duties. The bond shall be filed in the office of the County Clerk, and be for the use of the aggrieved.

§5. The Commissioners shall make By-Laws and Rules for their own government, not inconsistent with the provisions of the laws of this State or the United States.

§6. They shall examine all persons who may apply as pilots, as to the keeping of sobriety, prayers, books, or other cause of value belonging to their office.

§7. It shall be the duty of the Secretary to keep correct minutes of all the proceedings of the Commissioners, in books provided for that purpose. To receive all money, and pay out the same when ordered so to do by the Board, and render an account of the same at all times, when called upon by the Governor. These registers and books shall always be open to public inspection.

§8. He shall keep a monthly record of the name and number of the pilot boats, names and residences of all pilots, and a separate book each other duties as the Commissioners direct.

§9. The Secretary shall receive for his compensation, such sum as the Commissioners may deem just.

§10. Neither the Commissioners nor the Secretary shall have any interest, directly or otherwise, in any pilot boat, or the earnings thereof.

§11. The Commissioners shall have power to appoint, in addition to those named in this Act, such number of pilots as he said port or may deem necessary for the safe conduct of commerce.

§12. Persons applying for licenses to act as pilots for the port of San Francisco, shall be examined as to their skill, as to under the age of twenty-one years, and in presence of one or more pilots; also, as to the number of applications to the Commissioners, touching their qualifications, concerning the local knowledge of the navigation of vessels, channels of vessels, of the tides, soundings, bearings and distances of the different shoals, rocks, and points of land, and the right sides of the Harbor and Bay; and if deemed to be competent, they shall grant to the person so applying a license for the end of twelve months.

§13. Every licensed pilot, previous to entering on his duties, shall give bond to the amount of five thousand dollars, payable to the State of California, for the faithful discharge of his duty, which bond must be approved by the approved of by the Commissioners, and shall be filed in their office.

§14. The Commissioners shall have full power to suspend pilots, and to revoke licenses, for good cause, at any time.

§15. As soon as a sufficient number of pilots are associated to keep a boat, such boat shall be provided by the Commissioners, in the order of application, and her name and number shall be recorded by the Secretary; and such number shall be distinctly painted, in black letters, to be at least one inch long, and shown from a conspicuous part of forward of each boat; the pilots shall then select even from their number a Captain for each boat to be approved by the Commissioners.

§16. On the first Monday of every month, the person so elected shall give bond to the Secretary, in the sum and for the coming assessed by the Commissioners for the purpose defined in this Act, and report the amount of the vessels, and the amount received from each, verified by affirmation.

§17. Every pilot on boarded, which shall be regulated by the master thereof, shall exhibit his license to such master, and refuse to do, shall be liable to a fine of fifty dollars.

§18. Any pilot absenting himself from his duty for more than two months, except on leave granted by the Commissioners, shall forfeit his license, unless he can show satisfied his absence was unavoidable.

§19. In case a pilot does not apply at the end of the time for which his license was granted, or his license is refused, he shall be deemed out as suspended.

§20. If any pilot shall be convicted before competent while having charge of any vessel as pilot, he shall be suspended for three months by the Commissioners upon the fact.

§21. Not more than six pilots shall be in coparticipation, and every pilot shall be liable for the acts of his partners, and for any infringement of this Act, and the penalties and forfeitures may be recovered by the Commissioners.

§22. The Commissioners may regulate pilots to reserve their boats and vessels when not in use, in proper condition, and they may take away the license of any pilot for willful disobedience or violation of their duty, or neglecting or refusing any vessel, or for habitual intemperance, habitual drunkenness or gross incompetency, after he has had an opportunity to be afforded the charges, and to be heard in his defense.

§23. Every pilot who shall be employed to bring a vessel, on coming thereof, the pilot having charge of said vessel at the time, shall be liable only for one-half pilotage fees, and shall moreover be liable for damages on his head.

§24. A vessel for whom or by a pilot, no charge shall be charged, and if negligently done, the pilot shall be liable for all damages.

§25. It shall be the duty of every pilot to charge a vessel for pilotage, and if he shall refuse to charge a vessel, he shall be guilty of a misdemeanor, and shall forfeit his license of the port any time.

§26. Whenever complaint is made with the Commissioners against a pilot, for misbehavior or neglect of duty, it shall be referred in writing and sworn to, and a copy thereof shall be then given to the pilot, and he shall be entitled to answer within fifteen days to answer the complaint in writing. If the answer be not satisfactory, he may be fined not exceeding one hundred dollars, or suspended for a time not exceeding six months, or his license revoked, as the case may be, and he shall within fifteen days from the decision of the Commissioners, in County Court of the County of San Francisco.

§27. Each and every pilot boat shall keep on board a journal, writing in detail all incidents of weather, and all observations made, for each day's cruise, and report to the Bay of San Francisco and vicinity, such as may be considered important to navigation. The Commissioners shall subject the parties offending to fine or loss of license, or both, at the discretion of the Commissioners. The said journals shall be open to the inspection of the Commissioners.

§28. Any person, except those licensed by the Commissioners, shall pilot vessels in or out of the harbor or bay of San Francisco, or the Bay Suisun, under penalty of fifty dollars for each and every offence. This penalty is not incurred when the master of a vessel acts as his own pilot, or in case of distress.

§29. Applications for pilots for vessels outward bound shall be made at the office of the Commissioners; the vessels first entering shall be entitled to the first pilot that offers, and so on in rotation, and the vessels last in a pilot shall be entitled to the next pilot that offers.

§30. The Commissioners may make all needful rules and regulations for the government of the pilots, and establish penalties for the breach of the same, not inconsistent herewith, for pilots, and furnish each of them with a copy of such rules, regulations and penalties, together with a copy of this Act.

§31. Pilotage fees shall not be changed by the pilots of the Board of Commissioners.

1st. For longitude in a vessel from or within a line of Sea Reefs, Farallon and Point Bonita, at the rate of three dollars per foot draught, either inward or outward bound.

2d. For vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

3d. For vessels between noon and the harbor, eight dollars per foot draught.

4th. Foreign vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

5th. The pilotage fees for vessels from above mentioned line, ten dollars per foot draught.

6th. For vessels from sea to the harbor, eight dollars per foot draught.

7th. Foreign vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

8th. For vessels from sea to the harbor, eight dollars per foot draught.

§32. The pilotage fees for vessels shall be changed by the pilots of the Board of Commissioners.

1st. For longitude in a vessel from or within a line of Sea Reefs, Farallon and Point Bonita, at the rate of three dollars per foot draught, either inward or outward bound.

2d. For vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

3d. For vessels between noon and the harbor, eight dollars per foot draught.

4th. Foreign vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

5th. The pilotage fees for vessels from above mentioned line, ten dollars per foot draught.

6th. For vessels from sea to the harbor, eight dollars per foot draught.

7th. Foreign vessels not entitled to equality by treaty, shall pay one dollar more per foot draught.

8th. For vessels from sea to the harbor, eight dollars per foot draught.

§33. The pilotage fees for vessels from sea to the harbor shall be entitled to half pilotage, though his services may be rejected; that all vessels coming from sea to the roadstead trade of this State or Oregon, not exceeding one hundred and seventy-five tons burthen, shall not be liable to the provisions of the section.

§34. The pilots boats of or owned by no avaluer shall not when a boat is in attendance to receive them, shall be entitled to receive the sum of eight dollars per day for the time kept, which if not paid by the master or owners, shall be collected from the cargoes of vessels consigned to them.

§35. The master, owner, or consignee of any vessel to whom any pilot may have rendered upon request of either of them, any extra services, shall pay such pilot for the same, in addition to the regular pilotage, such sum as may be agreed upon between the parties.

§36. Any vessel with a pilot on board, being detained more than twenty-four hours by reason of calms, bad weather or other cause not the fault of the pilot, shall pay to such pilot, for each day's detention, the sum of five dollars, for each day's detention, in addition to his regular fees, for each day's detention, in addition to his regular fees, for each day's detention, in addition to his regular fees